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NEW ALIGNMENT OF CH'ENG-K'UN RAILWAY LINE

Ta Kung Pao
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[Numbers in parentheses refer to appended characters.]

In 1938, the Nationalist Government (KMT) undertook preliminary surveys for a railway between I-pin (Hsu-chou) and K'un-ming, referred to as the Hsu-K'un line, but it did not succeed in determining the alignment. [The KMT government constructed a section at the south end which is now in operation.] In 1952, the Southwest Planning Subbureau of the Ministry of Railways, Central People's Government, sent out six teams to make preliminary surveys for the railway which they refer to as the Ch'eng-K'un (Ch'eng-tu--K'un-ming) line.

Some 20 different routes were examined in the course of which rough and difficult terrain was encountered, such as steep precipices, forbidding escarpments, treacherous avalanches and quicksands, narrow gorges, and turbulent rivers. This was particularly true of the region between Ch'iao-chia (1) and Huei-tse (2), and further south in the areas of Hsiao-tung-tzu (3), T'o-ku (4), Pien-tan-shih (5), T'ing-hsin-pao (6), and K'o-lang (7) in which latter area there is a place locally known as Kuei-men-kuan (8) (Devil's Gate Pass). The preliminary surveys were completed in April 1953. Engineering surveys are now in progress.

The new line is actually to start at Nei-chiang on the Ch'eng-tu--Chungking railway, run southward to I-pin, and then follow the bank of the Yangtze River through the following points: Ping-shan (9) [104 06, 28 39], Sui-chiang (10) [103 56, 28 34], Lei-po (11) [103 36, 28 18], Ch'iao-chia (12) [102 54, 27 02], and Hsiao-chiang (13) [103 02, 26 17], to K'un-ming (14) [102 41, 25 04].

The line is to be 310 kilometers long.

CHARACTERS

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| (1) 巧 家 | (9) 鬼 門 關 |
| (2) 會 澤 | (10) 屏 山 |
| (3) 硝 洞 子 | (11) 鯨 江 |
| (4) 拖 拉 | (12) 雷 波 |
| (5) 扁 擔 石 | (13) 巧 家 |
| (6) 挺 心 包 | (14) 小 江 |
| (7) 柯 柳 | |

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